Dewan.—Investigations have been made under the Marikanve and Sulekere tanks and the Bhadra river as to the feasibility of establishing a Sugar Factory in those areas and if a company is formed, Government will consider favourably the question of giving sufficient facilities to it for starting a Sugar Factory.

SUBJECT No. 50.

Sandal Oil Factories.

Mr. N. Surappa, Bangalore Taluk.

Summary of Representation—One of the two Sandal Oil Factories may be abolished as double expenditure may be avoided.

Withdrawn.

SUBJECT No. 51.

Location of factories in places which it is the intention of Government to improve.

Mr. S. A. Javaraiya, Seringapatam Taluk.

Mr. Javaraiya.—There are several towns of historical interest. Government have established factories in big towns where the cost of water, land, labour and material is high. When Government desire to work factories themselves, such factories may be established in places which it is the intention of Government to improve.

Dewan.—Factories are started only in places where sufficient facilities exist such as water, convenience, etc. What are the factories that may be started in Seringapatam besides the rice mills already in use there?

Mr. Javaraiya.—A paper factory may be started as there was one some years ago. The town will improve with the establishment of factories.

Offg. Second Member of Council.—You may bring up a proposal in the District Board in connection with Economic Conference work.

CO-OPERATIVE SOCIETIES.

(*No. 52.*)

SUBJECT No. 52.

(1) Abolition of the posts of Circle Inspectors and Honorary Supervisors in the Co-operative Department.

(2) Appointment of 8 Assistant Registrars of the status of Amildars.

Mr. Nagappachar, Belur Taluk.

Summary of Representation.—(1) The posts of Circle Inspectors and Honorary Supervisors in the Co-operative Department may be abolished and Assistant Inspectors appointed in every taluk in their stead.

(2) The posts of the two Assistant Registrars may be abolished and eight Assistant Registrars of the status of an Amildar may be appointed in their stead.

Withdrawn.

TECHNICAL.

RAILWAYS.

(*Nos. 53 to 55.*)

SUBJECT No. 53.

Facilities for passengers in railways.

Messrs. A. Srikantappa, Doddaballapur Municipality; Devasettappa, Doddaballapur Taluk; Sivalingappa and Nadig Venkataramaiya, Kadur Taluk.

Mr. Srikantappa.—Third class passengers may be given more conveniences. More carriages may be provided for them.

Offg. First Member of Council.—The difficulty is lack of sufficient rolling stock. We placed an order three years

ago for some carriages, etc., in England, but have not yet received them. You may rest assured that Government are doing their very best in the matter.

Mr. Sreekantappa.—An intermediate class may be provided in the Mysore and Guntakal trains.

Offg. First Member of Council.—There is no advantage to Government in providing intermediate class accommodation in Railways. The cost of converting third class into intermediate is more than the return expected. Even on the lines where the intermediate class is in vogue, they are thinking of removing it because it is not paying.

Mr. Sivalingappa.—The time of departure of the Bangalore-Chikballapur light railway train may be altered from 4-30 to 5-30 P.M. at Yelahanka.

Offg. First Member of Council.—Will be considered.

SUBJECT No. 54.

Time limit for the removal of goods and parcels from the railway station premises.

Mr. Chik Maye Gowda, Bannur Municipality.

Mr. Chik Maye Gowda.—The railway authorities had given a week's time to remove railway parcels and goods from the railway station. Only a day's time is now given for it. This is not sufficient for removing parcels and goods to villages which have no railway stations. Demurrage is charged after 24 hours, and this puts the parties to loss. The restriction made by the railway authorities may be removed and the old system revived as 24 hours' time is hardly sufficient to remove the articles to villages distant from the railway stations.

Offg. First Member of Council.—The period has been reduced in conformity with the custom prevailing in other railways. In the case of places distant 10 miles or more from the railway station, the Railway Secretary is agreeable to increase the time limit by 2 or 3 days.

SUBJECT No. 55.

(*a*) Opening of Railways in the *Malnad* parts of the State.

(*b*) Shimoga-Arasalu Railway.

(*a*) Messrs. C. Subba Rao, Shimoga District Board; Ananthiah, Shimoga Taluk; Nagarada Narasimha Jois, Nagar Sabha.

(*b*) S. Sitaramaiah, Shimoga Taluk and A. Narasimhaiengar, Sagar Taluk.

Summary of Representation.—(*a*) The backwardness of *malnad* parts is due to their segregation. Railway communications may be established and a programme of work of Railway construction may be made and adhered to. Opening of the *malnad* by Railway communications will solve many of the *malnad* problems and give an impetus to trade, agriculture and handicrafts and help the economic development of the people of *malnad* parts. Railway constructions already begun in the *malnad* must not be stopped.

(*b*) There is a strong rumour that the Shimoga-Arasalu Railway work would be stopped on account of financial stringency. The stopping of this work would seriously discourage and affect the confidence of the public concerned besides entailing a heavy loss of the amounts already incurred and the labour and energy spent in the project. The work may therefore be completed.

Withdrawn.